

Brief Summary of Actions taken by the CA Traffic Control Devices Committee (CTCDC) during the July 25th, 2013 Meeting

Organization Items

Membership - Larry Patterson has replaced Jeff Knowles, who recently retired from the City of Vacaville, as a Voting member for the Northern League of California Cities (LOCC).

Approval of Minutes of the March 21, 2013 Meetings – A Motion was moved by Rick Marshall and seconded by Mark Greenwood to adopt the minutes of the March 21, 2013 meeting. Motion was passed 9-1 (Larry Patterson abstained because he was not the voting member during the March Meeting).

Public Comments - There were no public comments before the agenda items.

Agenda Items

Public Hearing

- 13-03 Proposal to amend Section 2I.10, Travel info Call 511 Sign of the CA MUTCD -Submitted by MTC

Action: The Committee recommended adoption of the amended Section as was proposed by the MTC.

Discussion: Sze Lei Leong from the Metropolitan Transportation Commission (MTC) stated that the Operations Committee of MTC approved a Call Box Evaluation Report which called for reducing the number of call boxes throughout the 9 County Bay Area due to reduced call volumes. To offset the negative impact of a reduced call box system, MTC proposed to amend CA MUTCD 2012 Section 2I.10 to add a Freeway Assist Sign in addition to the current sign Travel Info Call 511. The Committee agreed with the MTC proposal.

The addition is shown in red color:

Section 2I.10 TRAVEL INFO CALL 511 Signs (D12-5, and D12-5a and SG49A(CA)) and FREEWAY ASSIST CALL ### Sign (SG49B(CA)) **Travel Info Signs**

Option:

- 01 A TRAVEL INFO CALL 511 (D12-5 or SG 49A(CA)) sign (see Figure 2I-8 and 2I-8(CA)) may be installed if a 511 travel information services telephone number is available to road users for obtaining traffic, public transportation, weather, construction, or road condition information.
- 02 The pictograph of the transportation agency or the travel information service or program that is providing the travel information may be incorporated within the D12-5, sign either above or below the TRAVEL INFO CALL 511 legend.

Standard:

- 03 **The logo of a commercial entity shall not be incorporated within the TRAVEL INFO CALL 511 sign.**

04 The TRAVEL INFO CALL 511 sign shall have a white legend and border on a blue background.

Guidance:

05 If the pictograph of the transportation agency or the travel information service or program is used, the pictograph's maximum height should not exceed two times the letter height used in the legend of the sign.

Freeway Assist Signs

Option:

06 A FREEWAY ASSIST CALL ### (SG49B(CA)) sign (see Figure 2I-8(CA)) may be installed if a Service Authority for Freeway Emergencies (SAFE) has established a mobile call box program, which is available to road users for obtaining roadside assistance such as tow service.

07 The pictograph of the SAFE that is providing the roadside assistance may be incorporated within the SG49B(CA) sign either above or below the FREEWAY ASSIST CALL ### legend.

Standard:

08 The ### shall be replaced with the mobile call number applicable to the SAFE providing the roadside assistance.

09 The logo of a commercial entity shall not be incorporated within the FREEWAY ASSIST CALL ### sign.

10 The FREEWAY ASSIST CALL ### sign shall have a white legend and border on a blue background.

Guidance:

11 If the pictograph of the SAFE is used, the pictograph's maximum height should not exceed two times the letter height used in the legend of the sign.

12 A call box identification number (see Section 2I.03, paragraph 66) may be included on the sign for location identification purposes, when the sign has been placed at a location where a call box has been removed.

13-06 Proposal to amend Section 3F.04

Action: The Committee recommended revising Section 3F.04 of the CA MUTCD 2012 as was proposed in the agenda.

Discussion: The proposed amendment was brought to Caltrans notice by Mr. Bill Winter, alternate member representing Southern California Counties. We checked with our Districts who implement these devices in the field and found that delineators are not inspected at night time. The comments received back from Districts agreed with the proposed amendments.

Deletions are shown in red color:

Option:

¹⁰ When needed for special conditions, delineators of the appropriate color may be mounted in a closely-spaced manner on the face of or on top of guardrails or other longitudinal barriers to form a continuous or nearly continuous "ribbon" of delineation.

Guidance:

~~¹¹ Installations should be inspected at night to ensure that there are no confusing or misleading delineators.~~

Standard:

~~¹² Unless local conditions justify otherwise, delineators shall be placed on all State highways.~~

Guidance:

~~¹³ Delineators should also be provided on all city and county roads.~~

~~A. ¹⁴ ¹³ When~~ If used, delineators should be placed as follows:

~~B A.~~ On the outsides of highway curves of 3000 feet radius or less (including medians in divided highways), freeway exit and entrance ramps and connectors. Exception to this, is where a median barrier is delineated as shown in the Median Barrier Delineation Detail in Figure 3F-105(CA). Delineator spacing on curves is shown in Figure 3F-1 and Table 3F-1.

~~C B.~~ On the right of tangent sections of freeway entrance and exit ramps, collector roads, freeway connectors and lane reduction transition sections at 200 feet spacing.

~~D C.~~ On embankments higher than 10 feet and with side slopes steeper than 1:4. ~~Delineator spacing is approximately 525 feet.~~ The spacing on tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.

~~E D.~~ On approaches to narrow bridges as shown in Figure 3F-104(CA).

~~F E.~~ On tangent sections of rural State highways where there are no reflective pavement markers, such as in snow areas. Delineator spacing is approximately 525 feet.

~~G F.~~ On all new guardrail or bridge rail installations, or when maintenance is required on existing guardrail or bridge rail, within 12 feet of the edge of traveled way and curves of 3000 feet radius or less. The spacing on tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.

Request for Experimentation

- 13-07 Request to Experiment with Bike Boxes - Submitted by National City
Action: The item was tabled because the National City was not present in the meeting to discuss their proposal.
- 11-4 Experiment with Rectangular Rapid Flashing Beacon (RRFB) and Circular Rapid Flashing Beacon (CRFB) -Final Report Submitted by the City of Santa Monica
Action: The City of Santa Monica requested to defer the item for a future meeting.
- 12-9 Amendment to Item 12-19 Highlighted Shared Lane Marking - Submitted by the City of Los Angeles

Discussion: The Committee members commented that the proposal submitted by the City of Los Angeles does not require experimental approval, because the Federal Highway Administration has issued Interim Approval on April 15, 2011 for Optional Use of Green Colored Pavement for Bike Lanes (IA-14). California has received blanket statewide approval from FHWA on August 12, 2011. The approval has been posted on the following website:

http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/interim/2011-08-12_Ltr_to_CADOT_ColoredBikeLane.pdf

Action: The Committee suggested that the City of Los Angeles does not need committee approval. However, the Committee encourages LA to share the lesson learned from this project.

7 Discussion Items

13-08 Minimum Yellow Light Change Interval Timing for signalized Intersections

Discussion: The CTCDC discussed the minimum yellow light-change interval. There was lengthy discussion on this topic with a variety of participants from as far as the State of Wisconsin in attendance. Various speakers provided and shared significant research/studies on this issue. Honorable Assembly Member Adrin Nazarian also attended and provided his view. The following were present from the legislative side:

- Assembly Member - Adrin Nazarian is the Sponsor of AB 612
- Chief of Staff to AB Nazarian - Dan Savage
- Staff Member - Cynthia Alvarez
- Erin Riches, Principal Consultant
Senate Transportation and Housing Committee
- Ted Link-Oberstar from the Senate Office of Research

Because of the significant variation in points of view on this subject, the CTCDC formed a subcommittee to more completely review pertinent documents and research. The subcommittee is comprised of CTCDC members and other participants and will develop recommendations to bring back to the full CTCDC. Because of the complexity of the issue, the subcommittee will not likely have a recommendation in time for the October 17, 2013 CTCDC meeting. More realistically, a recommendation should be back to the Committee by the January/February 2014 meeting.

The following volunteered to work on the sub-committee:

- Hamid Bahaodri, CTCDC Vice Chairman will chair the sub-committee.
- Bill Winter, Alternate Member CTCDC from LA County
- Caltrans
- Sean Skehan, City of Los Angeles
- Larry Patterson, Voting Member CTCDC City of San Mateo
- Jay Beeber, Executive Director of Safer Streets L.A
- Rock Miller, Alternate Member CTCDC
- City and County of San Francisco
- Assembly Member Adrin Nazarian's Office

The final verbatim minutes will have the detailed discussion on this agenda item.

- 13-09 Blank-out Stop or Yield Signs for mid block crosswalks
Action – The item was withdrawn by Caltrans staff member.

8. Tabled Items:

- 12-20 FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance dates

9 Next Meeting - Suggested dates are November 7 or 14, 2013

10 Adjourn; The next meeting is scheduled for October 17, 2013 in Southern California.